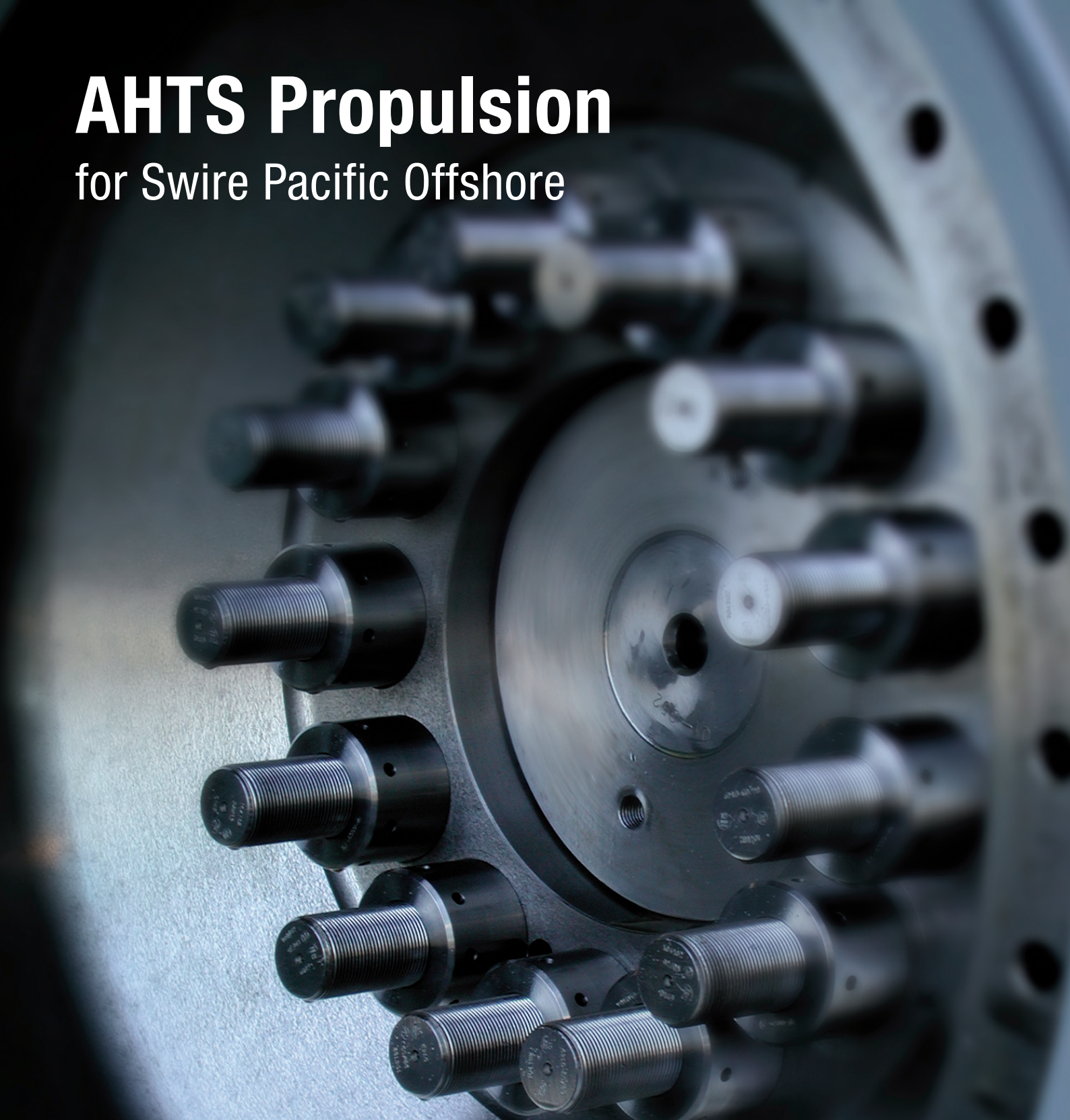


AHTS Propulsion

for Swire Pacific Offshore



MAN Diesel



Anchor Handling Tug Supply

Swire Pacific Offshore selects complete propulsion solutions

MAN Diesel has been awarded the contract to supply complete twin-screw medium-speed propulsion packages for ten Anchor Handling Tug Supply Vessels (AHTS). The newbuildings, which will be built by Labroy Shipyard, Batam, Indonesia (Labroy Shipbuilding and Engineering Pte Ltd, Singapore) are to be operated by Swire Pacific Offshore Limited, Singapore.

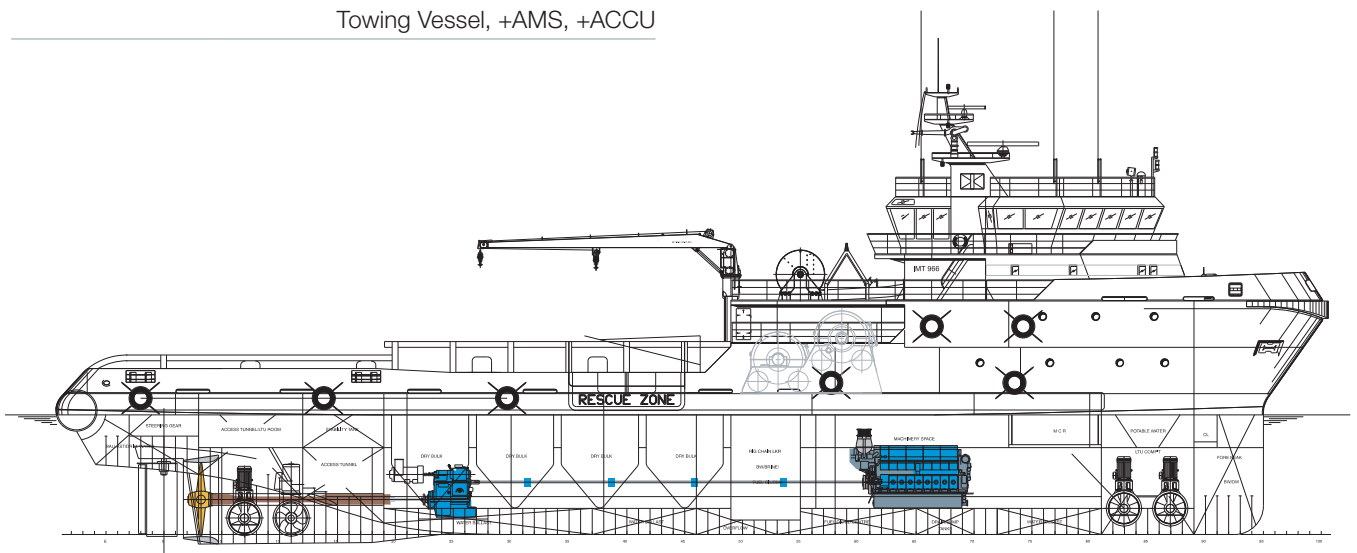
The 120-ton bollard pull AHTS vessels have been designed by the UK-based IMT Marine Consultants Ltd, with specific optimisation for the worldwide operation of Swire Pacific Offshore activities.

Principal particulars – 120 ton bollard pull AHTS

Length (oa)	66.0 m
Length (pp)	57.0 m
Breadth	16.0 m
Depth	7.30 m
Draught	6.20 m
Deadweight	2,100 t
Propulsion	2 x MAN Diesel 9L27/38-VBS packages
Classification	ABS Class +A1, Offshore Support & Towing Vessel, +AMS, +ACCU

Vice President of MAN Diesel's International Offshore Group, Mr Steven Birdsall, explains: "Three decisive factors were behind Swire's choice of MAN Diesel:

- 1) The ability to procure a total propulsion package, from the same manufacturer, including main engines, gearboxes, shafting, propellers, nozzles and the propulsion control and management system.
- 2) The capability of having the same series engine to cover all of their propulsion power requirements on varying-sized AHTS's (60, 120 and 200-ton bollard pull) and thereby having the possibility of interchangeability of spare parts and trained engineers, who could be transferred from vessel to vessel.
- 3) MAN Diesel's willingness to 'tailor make' a perfect matching propulsion package, tuned to meet Swire's specific operational requirements for present and future projects.



General arrangement of the IMT-designed AHTS for Swire Pacific

Propulsion system

A total main engine output of $2 \times 3,285$ kW will supply the propeller thrust, for a bollard pull of more than 120 metric tons. The ship service speed is optimised for 13.5 knots. The MAN Diesel twin-screw propulsion system type 9L27/38-VBS, which has been specified for the new buildings, includes:

Main engines

Two MAN Diesel 9L27/38 engines, fitted with full engine power PTO and integrated journal bearing at the front-end, driving a fire-fighting pump arrangement.

Reduction gearboxes

Two MAN Diesel AMG55 gearboxes, type 57VO55EV, with a speed reduction ratio of 800:141. Additionally, each gearbox is equipped with a 1,800 r/min PTO shaft for a 1600 kVA shaft alternator.

Propellers

Two MAN Diesel type VBS980 four-bladed controllably pitch propellers. The 3,800 mm ducted CPP systems are

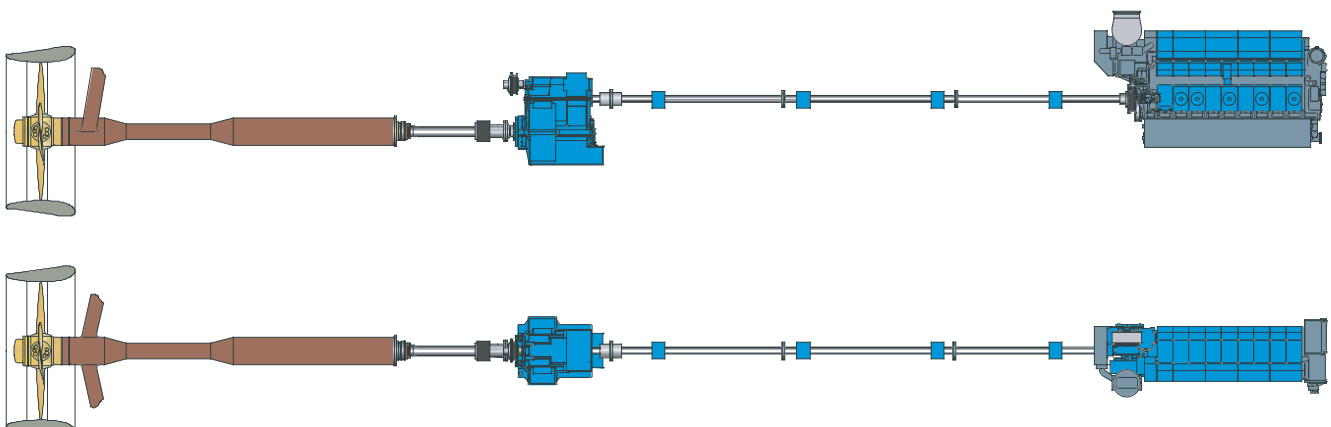


Graphic illustration of the first 120-ton AHTS for Swire Pacific

complete with tail, intermediate shafts and bearings, stern tube equipment, and MAN Diesel fixed propeller nozzles type AHT.

Control system

In addition to the engine room control station, the Alphasonic 2000 Monitoring, Control and Safety System includes a main bridge control station and an aft bridge slave control station. The propulsion control is interfaced to a Joystick/Dyn Pos System, which manages the overall ship manoeuvring via a gyro compass, rudders and thrusters.



Side and top view of the port-side propulsion system arrangement

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